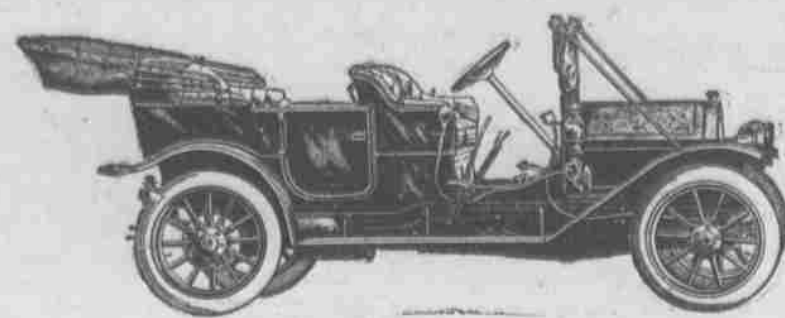


This car will add new lustre to an honorable name



Important Improvements in 1911



INCREASED POWER.
Cylinder bore increased from 4 1-4 inches to 4 1-2 inches. This, with more efficient carburetor (Schebler), which is water-jacketed, effects a material increase in power. Piston stroke, 4 1-2 inches.
The four cylinders are cast singly, with copper jackets applied, retaining the exclusive Cadillac features throughout.

INCREASED COMFORT.
Wheel base increased from 110 to 116 inches, making the car ride easier than ever.

1911 Cadillac Specifications in Brief

MOTOR.—Four Cylinder, four cycle, cylinders cast singly, 4 1-2 in. bore by 4 1-2 in. piston stroke. Five-bearing crank shaft, 1 5-8 diam. Bearings, Cadillac make, bronze with babbit lining. Five-bearing cam shaft.

HORSEPOWER.—A. L. A. M. rating 22.4.

COOLING.—Water. Copper jacketed cylinders, copper inlet and outlet water manifolds. Gear driven centrifugal pump. Radiator, tubular and plate type of unequalled efficiency. Fan attached to motor, running on two point ball bearings; center distances of fan pulleys adjustable to take up stretch in belt.

IGNITION.—Jump spark. Two complete and independent systems, including two sets of spark plugs, Bosch high tension magneto; also low and improved Delco system, single unit coil with high tension distributor and controlling relay. (Delco apparatus located in former commutator position.) Wiring enclosed in copper tube.

LUBRICATION.—Automatic splash system, oil uniformly distributed. Supply maintained by mechanical force-feed lubricator with single sight feed on dash. Most economical and simplest system ever devised.

CARBURETOR.—Special Schebler, water jacketed. Air may be adjusted from driver's seat.

CLUTCH.—Cone type, large, leather faced, with special spring ring in fly wheel. Clutch readily removable and most easily operated ever devised. Universal joint between clutch and transmission practically noiseless in all positions and easily removable.

TRANSMISSION.—Sliding gear, selective type, three speeds, forward and reverse. Chrome nickel steel gears. Chrome nickel steel transmission shaft and clutch shaft running on five annular ball bearings.

DRIVE.—Direct shaft to bevel gears of special cut teeth to afford maximum strength. All gears cut by us. Drive shaft runs on Timken bearings. Two universal joints, the forward telescopic, each enclosed in housing and running in oil bath.

IMPROVED APPEARANCE.
Double drop frame, 2 1-2 inch drop, which makes car set lower, and this, with the larger hood and more roomy tonneau greatly improves the appearance.

LARGE RADIATOR.
The radiator is slightly larger, hence has greater cooling capacity. This is notwithstanding the fact that the Cadillac was never deficient in that respect.

TIMKEN AXLE.
Full floating type, Timken roller bearing rear axle. This is the same axle as used on a number of America's highest priced cars.

LARGER BRAKE DRUMS.
More powerful brakes, more easily applied and greatly increased efficiency. Contracting and expanding double acting brakes, both equalized.

TWO IGNITION SYSTEMS.
Two complete and independent ignition systems, each with its own set of spark plugs. The two ignition systems consist of Bosch high tension magneto and the new and improved Delco system with single unit coil, high tension distributor and controlling relay. Either system alone is efficient for operating the car.

ENCLOSED WIRING.
All electrical wiring enclosed in copper tubes.

COPPER MANIFOLDS.
Copper manifolds are used for water inlets and outlets in the circulating system.

REMOVABLE CLUTCH.
Clutch may be removed in a very few minutes without disturbing other members.

AXLES.—Rear, Timken full floating type; special alloy steel live axle shaft; Timken roller bearings. Double torsion tubes arranged in triangular form affording unusual strength. Front axle drop forged 1 beam section with drop forged yokes, spring perches, tie rod ends and steering spindles. Front wheels fitted with Timken bearings.

BRAKES.—One internal and one external brake direct on wheels, 14 inch x 2 1-2 inch drums. Exceptionally easy in operation. Both equipped with equalizers.

STEERING GEAR.—Cadillac patented worm and worm gear sector type, adjustable with ball thrust, 1 3-4 in. steering post, 18 inch steering wheel with corrugated hard rubber rim, aluminum spider.

WHEEL BASE.—116 inches.

TIRES.—On Touring Car Demi-tonneau, Roadster and Coupe, 34 1-2 inches; Limousine 34 x 4 1-2 inches.

SPRINGS.—Front, semi-elliptical 36 inches long by 2 inches wide; Rear three-quarter platform; sides, 42 inches long x 2 inches wide. Rear cross 35 inches long x 2 in. wide.

PRICE **\$1700** F.O.B. Detroit

Touring Car, Demi-Tonneau and Roadster (Coupe \$2250, Limousine \$3,000) Prices include the following equipment: Bosch magneto and Delco system, one pair gas lamps and generator. One pair oil lamps and tail lamp, one horn and set of tools, pump and repair kit for tires. 60 mile season and trip Standard speedometer, Robe rail, full foot rail in tonneau and half foot rail in front. Tire holders.

Cadillac Motor Car Company, - - - - - Detroit, Michigan.

Licensed under the Selden Patent

von Hamm-Young Co., Ltd., - - - - - AGENTS Honolulu

AUTOMOBILES

(Continued from page thirteen.)

tailed. The wholesalers buy from the various manufacturers who are scattered from one end of the country to the other. The wholesaler's business having been reduced, the manufacturer's business is likewise cut down and he is obliged, therefore, to "lay off" his men.

The consuming or purchasing power of these men is in turn reduced to nothing and they in turn affect still other producers.

The chain is an endless one. Even the farmer is not exempt from the influences. Unemployed labor must economize in everything, including foodstuffs. The sale for products of the farm becomes lessened and prices fall accordingly.

The great prosperity of the farmer during the past few years has called forth universal comment. What has been back of that prosperity? Not only good crops resulting from advanced scientific methods of farming, but the fact that the farmer has awakened gradually to the realization that there is something in life besides drudgery; that he could avail himself of comforts and pleasures. He had been accustomed to hoarding what little he could scrape together instead of keeping it in circulation—keeping it working. When he began to spend his money for some of the things that helped to make life worth living, that cash soon commenced coming back to him an hundred fold, because, in its travels it had materially enhanced the value of what he himself was producing.

The farmers are the subject of severe criticism for their extravagance in buying automobiles. Yet the very fact that they are so doing is the underlying reason for their being able to buy them. More plainly their automobiles and in fact are getting them without cost. This statement, upon first thought, may appear absurd, but let us reverse the process of reasoning and see if it is not true.

PORTUGUESE GUNBOAT LOST. CREW SAVED.
Tejo was lost off Berlingas Island yesterday. The crew was saved.

Society

(Continued from Page Seven.)

sprays of delicate ferns and daisies on the cloth.

The place cards were hand painted designs. After luncheon the guests motored to Moanalua to enjoy the polo game.

Those present at this dainty luncheon were Miss Irene Fisher, Miss Constance Restarick, Miss Cathrine Goodale, Miss Alice Roth, and Mrs. Ralph Johnstone.

The interesting bit of gossip which leaked out about Miss Williamson of San Francisco and Mr. Merle Johnson of this city is causing quite a stir among the friends of the young couple here.

Miss Williamson, niece of Mrs. H. H. Williams whose house guest she was for six weeks two months ago, in company with Dr. and Mrs. Hackett, is a winsome girl and during her recent visit to Honolulu won a score of friends.

She is an equestrienne of no ordinary ability and her smart habit and mode of sitting her mount as she rode about our local thoroughfares caused quite a great deal of admiration.

While in Honolulu, Miss Williamson was the motif of many pretty occasions and even then the "boy" friends of Mr. Johnson were suspicious of developments.

The young couple, however, have been engaged for eight years, and the climax was not altogether unexpected by their intimate friends.

Miss Williamson and Mr. Johnson will be married shortly before the sailing of the next Sierra from San Francisco and will leave for Honolulu their future home, on that steamer.

Mrs. Charles Bennett (nee Genevieve Langton) returned on Thursday afternoon to town after having been the house guest for the past ten days of Miss Sarah Lucas at Kanlawal.

Mrs. Bennett has not yet decided upon the date of her departure for San Francisco, and is hourly awaiting a cable from her husband which will decide it.

Miss Ada Rhodes the very winsome and popular bride-elect of Mr. William Williamson leaves in the Siberia on Monday in company with Princess Kawanakoa, for San Francisco where she will be her guest for two months.

As Princess Kawanakoa moves in a select circle of the smart set with a coterie of ardent admirers, and figures prominently in every function of the great metropolis it is doubtless that Miss Rhodes will become the center of attraction, and will be feted with an ardor which will make it difficult indeed for her return.

Miss Rhodes has, as yet, made few plans for her wedding, which will, in all events, be a feature of the coming winter, and is daily receiving gifts which might well turn the head of any one less sensible than this charming girl.

Presentations of every description are being daily received from cut glass to dainty lingerie fashioned by loving fingers, and her engagement cups of Haviland, Dresden and Coalport are bewildering.

Princess Kawanakoa and her guest will be very prominent figures on the Sierra on Wednesday and no doubt there will be a legion of friends to wish them bon voyage.

Mrs. W. D. Baldwin entertained on Tuesday at a very beautiful and elaborate luncheon at the Country Club, in honor of Mrs. Walter Dillingham, who, since her arrival at her new home from Europe has become the motif for innumerable social occasions.

On Tuesday the guests of whom there were twenty motored to the Country Club, which, with its sweeping view of mountains, valley and far off panorama of the city, and harbor, is such a charming and artistic spot for entertaining during the summer.

The luncheon with exquisitely dainty appointments was served upon the palm enclosed lanai, overlooking the valley and the hills, at small round tables, each of which bore a heaping basket of American Beauty roses as a centerpiece.

The place cards bore the monogram of the hostess in white and gold, and after a delicious menu, the guests spent the remainder of the afternoon at bridge.

Among those present at this elaborate luncheon were Mrs. Walter Dillingham, Mrs. Charles Rice, Mrs. F. S. Baldwin, Mrs. Rufus Spalding, Mrs. Corwin P. Rees, Mrs. H. A. Baldwin, Mrs. S. M. Ballou, Mrs. Alonzo Gartley, Mrs. S. A. Baldwin, Miss Mae Damon, Mrs. Arthur Rice, Mrs. Harold Castle, and Miss Stehman.

MASSACHUSETTS AGAIN

GETS PALM.

CAMP PERRY, O., Aug. 16.—The Sixth Massachusetts rifle team today won for the fourth time the National Rifle association's regimental championship match which it captured in 1906, 1907 and 1908 by scoring 831. The Fifteenth United States infantry got in second at 821.

The twelve leaders: Sixth Massachusetts 831, Fifteenth United States infantry 821, Fifty-third Iowa 818, Seventy-fourth New York 817, Brigade Midshipman No. 2, 810, First Hawaii infantry No. 1, 804, First Illinois 804, Fifteenth United States Cavalry 789, Brigade Midshipman No. 1, 796, Second Connecticut 796, First district of Columbia 795, First squad Georgia cavalry 793.

By the match record score of 19 consecutive bullseyes, at 1,000 yards, Sergeant Clark of the Second Indiana won the individual long range two-

match. Sergeant H. E. Stadle of the Thirtieth United States infantry got second place with 16 and Lieutenant J. Cadette, Seventy-fourth New York, and Lieutenant L. C. Bristol, Third United States Cavalry, landed possibilities and divided third money.

In the president's match with 424 contestants, Sergeant W. A. Frigner of the United States marine corps is in the lead with 193 of 200 at the center of the first stage. The other five leaders are:

Ensign R. C. Gleen, navy, 192, Midshipman H. T. Smith, navy, 191; Sergeant H. Whittaker, Fifteenth United States infantry, 189; Lieutenant Blaine Dixon, Fifteenth United States infantry, 189; Lieutenant T. Briggs, Twenty-ninth United States infantry, 187.

PAPKE COMING HERE SOON.
KEWANEE (Ill.), August 16.—Terms for three matches in Australia were in July, when 180 were covered.

accepted tonight by Ed Papke, manager for his brother, Bill Papke, challenger for the middle-weight championship. The offer is made by Promoter Hugh McIntosh, and the fights will take place this fall.

Billy Papke and his wife, who have been here since their elopement and marriage in Canada last month, will sail from Vancouver September 9th, expecting to be in Australia for at least nine months. Manager Ed Papke will go to Chicago Friday to make final arrangements for the trip.

YOUNG GIRL THROWS BASEBALL 187 FEET.

IOWA CITY (Ia.), August 16.—Ada Painth, 15 years old, threw a league baseball 187 feet in a baseball game here Sunday in striving to break the record, alleged to be a world mark set by Myrtle Carol of Oak Park, Ill., for three matches in Australia were in July, when 180 were covered.

McChesney Coffee Co.

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